

## AVE\_June2005 Flight Summary

### 13 June 2005

#### General Information

**Flight date** – 13 June 2005

**Flight description** – Flight 3 AVE mission

**Flight duration** – 5.3 hours

**Crew** – Scott Reagan, John Bain (281-244-9661)

**Instruments flown (18):** ACAM, Argus, CAFS, CPL, CIMS, FCAS, Harvard Water Vapor, JLH, IRIS, MACS, MMS, MTP, NMASS, NOAA Ozone, PANTHER, PT, S-HIS, WAS

**Instruments not flown:** MTP display

#### Flight Log

<b>MMS On</b>	12:15	<b>Takeoff</b>	12:43	<b>Begin Descent</b>	5:03
<b>Before Taxi</b>	12:32	<b>Climb/5000</b>	12:46	<b>Landing</b>	5:45

#### Gear extension/retractions

<b>Gear Up</b>	12:43	5:17				
<b>Gear Down</b>	5:11	5:38				

#### Weather Observations

Climb-Out:

- On climb-out, we passed through a scattered cumulus layer at 3,600 ft. Above this was clear but hazy.

Cruise:

- The sky was clear with a widely scattered cumulus layer near the ground below us.
- Just north of the Red River, the sky became clear to the ground.

Descent:

- On decent, we passed through a scattered cumulus layer at approximately 4,000 ft. We made 10 or 11 very brief penetrations through these clouds while making the approach to Ellington.

#### Flight Profile

We flew west direct to Brownsville, TX at 41 kft (waypoint 3). We then turned north for waypoints 4, 5, 6, and 7. As planned, we climbed to 55 kft, did a spiral descent at waypoint 7, then turned south at 41 kft toward Brownsville. We arrived there at 58 kft, and performed another spiral descent to 41 kft. We then climbed back to about 46 kft on the leg home.

The pulse maneuvers were performed in the home leg of the flight at 5:00 pm. The yaw maneuver was initiated at 5:01 pm.

#### Instrument Notes

- The CAFS upper fail light stayed on initially for at least 6 minutes. I cycled the switch and the fail light went out after about two minutes and remained out the rest of the flight
- The JLH fail light came on at about 1:58 then went off at 1:59 pm. It came on again at 4:23 pm at 58 kft. I attempted three cycles per the fail procedure, but the light remained on. I left the light on and it went off later during the last spiral descent at about 47 kft. at 5:45 pm.
- The S-HIS fail light came on during the second spiral descent while the spoilers were deployed. After the descent, the light remained on. I cycled the switch at 4:50 pm and the light stayed off until 4:56 pm. The fail light came on again at 4:59, 5:02, and 5:03 pm. Each time I cycled the switch and it went out. The fail light came on at 5:03 pm in the descent with spoilers deployed. Since the spoilers were deployed, I took no further action.
- The Harvard water vapor light came on at 8,800 feet during the descent, as expected. No action was taken.
- The CIMS fail light came on at 3,000 feet during descent, as expected. No action was taken.

#### To ftp for the nav data:

IP address 128.157.138.64

Username: [anonymous@wb57f.asds.net](mailto:anonymous@wb57f.asds.net)

Password: <any email address>

The directory is: WB57F\_Processed/AVEJUN05